# BOARDERS WANTED .--- Only 3oc. for a 14-Word Advt. in The World. seconds after I had got out the crash

# 17 DEAD **KNOWN**

Some of the Injured in Hospitals Will Die.

# LIST GROWING.

Awful Scenes on the Meadows at Hackensack Bridge.

# REAR-END COLLISION.

Three Cars of the Dover Express Telescoped by a South Orange Train,

RELIEF WAS SLOW.

The Mangled Corpses Taken to the Morgues in Hoboken.

wanna and Western Railroad, at the Hackensack bridge, about one-eighth mile from the East Bergen tunnel and quarter mile from Marion.

The 7.55 South Orange accommodation ran into the Dover express, which had slowed up just before reaching the bridge, and telescoped the three rear cars of the Dover express.

The number of dead was reported to be from twenty to twenty-five, with as many injured.

The names of the dead and injured

se far as learned, follow: The Bend.

J. H. RIMMER, of Summit, N. J., eashler for 6. W. Boocock, 20 Broad street, this city. EDWARD MORRELL, of Summit N. J., sales

man for the Smith Typewriting Company. JOHN PISH of Summit, N. J., civil engineer - DURYKA, of Summit, N. J. PATRICK BYAN, of Millburn, N. J.

THEODORE WHITE, son of Dr. White, of Sum JAMES GOUTZ, of Backing Ridge, N. J.

Dr. JOHN DOTY, of Basking Ridge, N. J. W. L. GUILLADEAU, of Montelair, N. J., traffic manager of the Old Dominion Steamship Company; officer of Montclair Club; leaves a widow and

EDWARD KINSEY, Dernardsville, N. J. WILLIAM J. TURNER, Banking Ridge, N. J.

bookkeeper for Field Chanler & Seymour; leaves a widow and four children.

JOHN SRUNDHILL, residence unknown WILLIAM PERGUSON, fifty-five years old, of Summit, N. J.; employed in the Auditor's office of the Western Union Telgeraph Company; was in the end car of the train that was telescoped; disc

one hour and a half after he had been removed to St. Mary's Hospital, 'n Holoken; leaves a widow son and two daughters. D. CAMERON, Summit, N. J.

A. H. GARDNER, Summit, N. J. JOHN TURRINGTON, Short Hills, N. J. WILLIAM R. ADAMS, Summit, N. J. Tie Injured.

DAVID HOFFMAN, aged forty-five, lives a South Orange; engineer of the South Orange ex prese; badly injured about the head,

press, injured intermetly and about the head-CARL M. SCHULTZ, It., aged twenty-fo of Murray Hill. N. J., son of the well-know

treet; bruised and cut, but not seriously injured Among those at Christ's Hospital who have been injured, but whose hurts have not yet been reported on by the phy

E. W. GRAY, West Summit, N. J. Preferred Mutual Acrident Company; led les roken and right hand smashed.

roken; recovery doubtful.

WM. ROAFLSE, 138 Fourth avenue, Newark right leg broken; injured internally

Miss PERGUSON, Summit, N. J. LOUIS BOWDOIN, of Newark, N. J.

er avenue, Newark, N. J.

W. A. WINTERMUTH, Newark, N. J.

EDWARD M

FRANK NIBLO, of Newark, N. J.

CHARLES E. MINCHEN, twenty lew York City ERNEST SCHAFER, of Banking Ridge, N.

ANDREW ROLIN, clerk in

247 Sumner

to Volk's, which is at \$35 Washington street, Hoboken.

The South Orange train was in charg of Conductor W. T. Rudio, with David

Conductor George, with George Stricher by the trainmen and two doctors who

tself is about eighty feet wide,

two torpedoes on the track as a signal for the Dover express to stop before crossing the bridge.

five minutes late. The South Orange train was on time. When the Dover train stopped. It is claimed, a flagman was sent back, but he had barely started when the South Orange train came or at full speed, and could not be stopped in

and Delaware cars, and were taken on at Summit.

A passenger on the train following the World" reporter that when his train, which left South Orange at 8 o'clock, arrived within a quarter of a mile of the The passengers all got out, and running ahead were horror-stricken by the

sight of the wreck. Five bodies lay side by side. Some of them were dreadfully mangled.

Another passenger was dying alongside of the five already dead. Workmen were breaking into the car

to get out the bodies of the dead pinned

A conductor told "The Evening certainly from twenty to twenty-five

Many of the uninjured passengers At the East Bergen tunnel they got abourd a Lyndburst and Delawanna iceal of the Boonton Branch, and were the wrecked train, tells a graphic story

A passenger who reached New York at 10.45 o'clock said he had counted fif-

danger from the fog at the Newark the trains held there leave the coaches.

well up the line.

sicians, are the following:

WILLIAM BARCLIFFE, Gladstone, N. J.; bad! calded by steam; may die.

Among those at St. Mary's Hospita

Dr. J. HAWKES residence unknown.

GERTIE MILLS, twenty-one venue, Newark N. J.

CHRIS ARNOLD, twenty-five, of Newark, N. J.

GEORGE

WILLIAM RUSSLING, nineteer

"All the uninjured passengers who were on the trains, when they re-covered somewhat from the shock fortunately happened to be on the carsone of them being Dr. Thomas N. Gray

"I counted fourteen or fifteen dead

the express.
"Among the bodies I noticed that of

an athletic-looking boy, about eighteen years old. It was well dressed. "The trainmen and physicians were careful to prevent any close ex-A passenger on the train following the amination of hodies by outsiders, and I South Orange express told an "Evening" was therefore unable to scrutinize the

doctors.

Few Hart or Train No. 84.

"To me !! is a very strange thing that all the passengers of train 54 escaped without serious injuries. They were o course somewhat brutsed and jarred by the shock, but none was in need of

were only slightly injured made their way on foot or by the elevated to the Hoboken Ferry-House.
"It was about 8.15 or 8.20 when the col-

Mr. H. P. Reed, another passenger on

"I was in the car right behind the baggage car," he said to an "Evening World" reporter. "The car was crowded As soon as the wreck was known all with business men, nearly all of them trains were held at Newark, and at one reading when the crash came.

"We all heard a terrific crackling noise, and on the instant we were thrown off our feet, while a few panes of glass fell out. For the moment we did not realize the awful situation, but when cries and screams of pain arose from the rear cars we knew that a wreck had occurred, and every one accambled for the door.

"The sight was one which I will never forget us long as I live. The last car of got out with the others. Less than two in the long of the passengers on the Dover express, when seen immediately after the weards, which the warning of one of the passengers on the Dover express, when seen immediately after the wreck, said that but for the warning of one of the brakemen, the loss of life would undoubtedly have been much greater.

"When we approached the Hackensack the orange local, which was coming behind.

"Buddenly the rear brakeman came running back, and as he ran he yelled for every one to jump for their lives. Then a wild scramble followed, and I got out with the others. Less than two

FUNNELS DIAGRAM OF THE SCENE OF THE ACCIDENT.

told "The Evening World" this story: "The express was some two or three had been made of kindling wood.
minutes behind time, and was slowing "The woodwork was lying in all at the bridge to make sure that the draw was closed. Conductor Jerry the wrenched and torn pieces of what leorge was in charge of the train.

"The following train, No. 84, was on full time, The Dover express did not slow up sufficiently to allow the rear brakeman to flag any coming train. 'Train 84 was running at the rate

likewise should have slowed up in approaching the drawbridge.
"The engineer of this train, No. 84, consequence of the dense fog, particu-larly heavy on the marsh and in the the river, did not see the year car of the Dover express in time car, been thrown clear of the wreck.

rether piled up on the car ahead of the The smoker contained about fifteen or eighteen passengers. "The car ahead, on which the smoker

"All the fatally injured, as far as

"A scene of awful confusion and ex

stretchers made up of the car seats. The bodies were all removed from the two cars, the smoker and the preeding car of the Dover express. "Overcoats were thrown over the

podles and the faces concealed. Two Women Among the Dead. "I know that two of the dead bodies were those of women. One of them vas a young girl, about seventeen years completely as possible I was unable to tell how the two women were dressed.

from the car preceding the smoker on

sengers who were injured more or less severely in the accident. Their wounds, Hackensack bridge, it suddenly stopped. as far as I could see, were confined to

> parently badly hurt, as much blood was still soaking through the wrappings around their beace.

"The injured passengers and those who

lision occurred, as near as I can make

Officials Retleent.

C. J. Gummersback, Eastern Passener Agent of the Delaware, Lackawanna and Western, was seen by an "Evening World" reporter at his office, 428 Broadway. He refused to give any details of the wreck, and said:
"We know nothing whatever. I heard there was an accident, but we have reserved no official notice that such is the fact. All we know is what is reported by the stock board "ticker," and you probably know about as much as we lo. Good morning."

The appalling accident was the chief topic of discussion in stock circles this morning, because it was feared that must have perished, or else were seriously injured.

Every scrap or pews was eagerly desired.

The despatch mentioned read as fol

Division Superintentent Reasoner, at the scene of the wreck, stated that he had been too busy to investigate the causes which led to the disaster; but he expressed the opinion that probably the heavy fog prevailing at the time was partially if not wholly, reaponsible for the accident.

partially, if not wholly, responsible for the accident.

Conductor W. T. Rudio, of the South Orange train, said:

"I believe it was all caused by the fog. We were running at the usual rate of speed, about two or three minutes behind the Dover express. Our rear flagman had been left at Newark to warn the train behind us.

"We were running between two trains, which, with the dense fog made our position anything but pleasant. I presume the flagman on the front train didn't have time to warn us in the usual manner by placing torpedoes on the track. I won't be positive about that, however."

"Was any attempt made to warn you I won't be positive about that, however, "Was any attempt made to warn you of your danger?"

"Of that I cannot say. I don't wish to discuss the watter." discuss the matter."
"The front train was still in motion when you ran into it?"
"Well, it had slowed up considerably, it had slowed up considerably, but was not stationary." "Well, it had slowed up considerably, out was not stationary."
"Javid Hoffman, the engineer of the fouth Orange train, was injured by un ping from the cab. Before he was emoved to the hospital he made this rif satement to the conductor of the tain. W. F. Rudio:
"I did not see the train ahead until it was within a few rods of it. I reversed to the care turned on the air.

"I did not see the train ahead until I was within a few rods of it. I reversed the engine at once, turned on the airbrakes and jumped, at the same time veiling at my fireman to do the same. The crash came the instant I jumped." Hoffman then lapsed into unconsciousness, and was carried away on a stretcher. Whitfield Wheaton, the flagman on the Dover express, accompanied his injured conductor Jerry George, to the hospital at Hoboken.

confluctor Jerry George, to the hospital at Hoboken.
Capt Kelly, of the Jersey City Second Precinct Police, with fifty men, remained on the scene until 1 o'clock, when the tracks were cleared and traffic resumed.

Ways and Means Amendments Chiefly in the Live of Corrections.

bill began in the House to-day. Not a Committee of the Whole, Mr. Boutelle, of Mrine, made another fruitless attempt

telle, turning towards the Democratic the Democratic party and the country

"We want to unload the people of un "We want to unload 'he people of un-just taxation by the passage of this Tariff bill," retorted Mr. McMillin.
"Congress." responded Mr. Houtelle, 'should have the right to repudiate the odium and colliquity under which it rests. The Democratic majority should have the right to unload from Congress, and the Democratic party this burden of outrage and disgrace." (Republican applause.)

cutcheon. I protest against this outrage.

"There must be some limit," declared the Speaker, sharply, "to the right of the gentleman to violate the privileger of the House. There must be some power in the majority to protect itself against these repeated violations. The gentleman will resume his seat, and the House, under the special order adopted will resolve itself into the Committee of the Whole for further consideration of

TARIFF BILL AMENDMENTS.

Committee Chiefly Corrections. and Means Committee amendments t general scope of the measure, and are devoted mainly to minor corrections which have appeared to be necessary as

Zealand hemp the only ones to come in under the 10 per cent. rate. Upper leather is to be changed from 20 to 15 per cent. This reduction is in consequence of the reduction on shoes

reduction of one-third from the rate of the present law.

The schedule covering a custom tax on cigarettes is to be made to apply to eigarettes made of paper only. In the tobacco schedule, the item of tobacco wrappers is to be changed by striking out the words "commercially known, and inserting therefor the words "suitable for." This is said to be quite material to the trade.

A change is to be made in the items of materials in going into the manufacture of felt and fur hats, including cotton back satins, ribbons, bands, &c., so as to include these trimmings with such as are cut in suitable lengths and shapes for hats, and not to include goods in piece that afterwards may be cut for bats.

An amendment will be made in the phraseclogy of the paragraph relating to black plate used in making tinplate. The change does not affect the rate, though it may enlarge the class of goods to be brought in.

There are other minor changes, mainly of a verbal nature.

### NO MORE HOPE FOR QUEEN LIL Congress Will Listen to No Question of Her Restoration.

(B) Associated Press.) WASHINGTON, Jan. 15.-Chairman McCreary, ot the House Committee on Foreign Affairs, and Representative Holman, (Dem., Ind.) conferred this morn-

## HORNBLOWER'S CASE ON.

Senate Goes Into Early Executive Session on Mr. Hill's Motion. (fite Associated Press.)

an unusual flood of petitions protesting against the passage of the Wilson tariff bill in the Senate this morning, after the reading of the journal. A bill to amend the anti-trust law was

marks on the tariff question until tomorrow. Then, on motion of Senator Hill, the

WORK ON THE TARIFF.

Sociate Justice of the Supreme Court, speaking in behalf of the majority report of the Committee on Judiciary. He spoke in a very moderate manner, basing his opposition and the opposition of the Committee on the legal qualifications of r. Hornblower.

Senator Hill was listened to with a great deal of attention, the Senators manifesting more than usual interest in the case.

Senator Hill concluded his speech at 2.15, and was followed by Senator Vilas, the only Democratic sember of the Judiciary Committee who supported Mr. Hornblower in the committee-room, who was present in the Senate to-day. Senator Vilas made a strong appeal for confirmation.

### MRS. FITZGERALD'S CASE.

macy with Her Victim The Commissioners appointed by Judge ine M. Fitzgerald, who, in a fit of jealousy October, met this afternoon in the of-fice of Lawyer Charles A. Jackson, fice of Lawyer Charles A. Jackson, Chairman of the Commission, 16 Exchange place, to take further testimony. V. S. Lillie, the stenographer of the Commission, was the only witness sworn. He testified that he had gone to Lackawaxon, Pa., last Thursday pursuant to an order of the Commissioners in order to investigate a statement made by Mrs. Fitzgerald at her examination last week that her husband had stopped at the Lackawaxon Hotel last May with Mrs. Pearsall.

at the Lackawaxon Hotel last May with Mrs. Pearsall.

Mr. Lille says he found the following entry in the hotel's register under date of May 30, 1893: "J. J. Fitsgerald and wife." He cut the page with this entry on it out of the book, and it was offered in evidence by the Commissioners and marked exhibit "A."

Corresponding with this entry is an entry in Policeman Fitsgerald's diary in these words: "May 30—Tuesday, 1893. Lackawaxon. Man and wife." This was also offered in evidence and marked exhibit "R."

Mr. Lille said that Proprietor Hurlbut, of the Lackawaxon, described the woman who had stopped at the hotel with Fitzgerald as "a blonde with red hair."

BREAD FUND AT THE BALL.

Mystic Shrine Carnival. One of the features of the great Mys-Shrine ball, at Madison Square Gar

ROBBED FRED GEBHARD.

Robes for \$2.25 Each. Willie White, colored, aged fifteen afternoon, until to-morrow, to permit stealing and pawning six \$150 laprobes from his stable at 120 East Thirty-second street.

White lives with his mother on the top floor of the stable. He admitted stealing the robes, which he said he pawned for \$2.25 each, and spent the money on pool and cigarattes.

# FROM A SMALL-POX HOT-BED.

bins Avenue to Fordham Hospital. Rocco Galli, aged thirty, an Italian aborer, was removed this afternoon in a sick and destitute condition from 1318 Stebbins avenue, to Fordham Hospital. The house from which Galli was removed is a hotbed of small-pox, fifteen moved is a hotbed of small-pox, fifteen persons having been sent from it to North Brother Island.

To an "Evening World" reporter, who called his attention to the fact, Dr. Doty, of the Contagious Disease Bureau, said that the authorities at Fordham Hospital would keep the man under surveillance, and on his showing the first symptoms of small-pox would send him to North Brother Island.

# WANTS TO FORCE HER TO MARRY. Tuch's Lawyers Apply for a Peculiar

Order. Counsel for Hyman Tuch, who is it adlow Street Juli in an action brought ugainst him for breach of promise by Mary Markowitz, applied to Justice Pryor, of the Court of Common Pleas, Pryor, of the Court of Common Pleas, to-day for a writ of habeas corpus to produce Tuch in court and an order compelling Mary to marry him. After Tuch's arrest Saturday he de-ided to marry Mary. She, however, would not have him. Judge Pryor declined the request.

Elmira Gredunte's Career.

Edwin C. Young, who was recently held rate of Elmira Reformatory. He is said to have

### Claims to Be Lent's Wife. Alva Lent, an ex-saloon-keeper, of ox Eighth avenue, complained lefferson Market Police Court to-day

that a woman who gave her name as Lent and claimed to be his wife had an-noyed him. She said he had married her four years ago. She was was held for examination to-morrow. Weather Forecast. weather forecast for the thirty-six ho ending S P M. to-morrow is as follows: Cloudy, and formy to-day, followed on Tuesday by cloudy, oggy weather, with occasional light rules; sta-tonary temperature; variable winds, mostly the following record shows the changes to the

M'NAMARA GETS A BERTH. T. J. McNamara was to-day appointed Auditor and Rookkeeper in the office of the Aqueduct Commission at \$1,500 a year, in place of A. E. Wolf, resigned.

A. M., 21 6 A. M., 263 A. M., 27; 12 M.,

Tries to Take the Gavel from

Supervisor Fitchie.

Disgraceful Scenes at the Kings County Board's Meeting

Contest Over Kehoe's Seat Causes a Split Among Members.

held in Brooklyn this afternoon, one half declared the Board while the other half called upon McKane to take the chair wh

"Mr. McKane, one-half of the

EAST ST. LOUIS RESULTS.

the Second.

Executions Against

Smith. executions were iss

Easten Star Ladies Call on the Mayor. A committee of ladies of Adelphi Chapter, Or of the Eastern Star, called on Mayor Gilter i morning and requested him to precide and to

DECISION FOR W. E. D. STOKEN. Judge Lawrence, of the Supreme Court, to-day endered a decision donying the motion of Lawren compli M. Chonte, counsel for Richards and Heald,

Persiehetti Dischaged.

Stage Manager Weds a Slager Everybody connected with the B. P. Keith C Company, at the Union Spuare Theatre, wat it

The United States cruiser Venerius and emport Narheeta left the Brooklyn Mary-

District Attorney Pollows amounted none that he had designated Foury of temperarily assist Assistant District At E. Lindony in the preputation of theist

IRWIN META, Greman of the South Orange es

WASHINGTON IRVING. Short Hills, N. J.: les

HARRY F. COWAN, twenty-eight, of Baskin

HENRY CULLEN.

The Dover train, it is said, was fully

time to avoid a collision. All three telescoped cars were Passalc

The smoker was a combination coach and baggage car.

Passengers were standing around with

teen dead bodies alongside the wreck.

D. D. Bidwell, of East Orange, who was a passenger on the South Orange rain, which left that station at 6.05,

BRIDGES MIDLAND TONNELE AVE

fully twenty miles an hour, though it

"The locomotive of No. 84 struck the

was piled, contained male and female

feel ill now thinking of the scene."

"Both bodies of the women were taken

The engine had been smashed to pieces been stove in about half way, and all

jured were something awful, and for a

which had, by the force of the collision

The Sight Was a Sickening Onc. "I am positive that there were The sight was so sickening that I had

In all that train there was not as much

"After a time the employees and vol-

little, and the cars of the Dover ex-

ied as many of the wounded and the train," added Mr. Reed, "nor for over not wait until the wreck was cleared

Carrying Out the Dead. W. G. Miller, manager for Partridge & Richardson, of 486 Broadway, was a passenger on the rear train. He was one of the first to reach the city after the accident. Mr. Miller was found at his office by an "Evening World" reporter. He

an "Evening World" reporter. He made the following statement:
"I I've at East Orange, and every morning take the local train leaving there at 8.05, and which arrives in New York at 8.40 A. M. There were eight well filled cars on the train when I got aboard this morning. The fog was very thick, but that did not seem to make any differs ace, for the train whirled along at its usual rate of speed.
"At about 8.25 there was a terrible crash. We were thrown from our seats, and in an instant we heard the cries of the injured passengers ahead of us.
"As soon as possible the passengers on the rear train went forward to the rescue, It was a horrible sight. Scarcely a man in the three rear cars of the first train escaped injury. I assisted in carrying out two of the dead. There had been seven bodies recovered when I left the scene of the accident.

Many Hair-Breadth Exempes.

Many Hair-Breadth Escapes. "We took cushioned seats from the rear train and laid them out on the ground, and upon them we placed the injured. I should say that fifty person were badly hurt and many of them will were badly hurt and many of them will die.

"The dead were so covered with dust and blood as to make identification very difficult. Some of the passengers in the ill-fater rear cars escaped serious injury, although their clothes were torn into shreds, and their escape from death was simply remarkable.

"The engine of the rear train did not leave the "rack, but ploughed right through the first train, scattering the broken parts and splinters of the three cars of the Dover train on either side of the track, and piling trucks and heavier timbers in a confused mass.

Relief Came Slowly.

Some Wonderful Escapes.

Sanford T. Tyler, of West Summit, N. J., who is employed in the Pulitzer Building was a passenger in the second car from the rear of the wrecked train. He was sitting in the forward part of the car when the crish occurred.

"The Brist thing I noticed," said he, "was that the front part of the car seemed to be folding up, and broken glass and timber fell all around me.

"At the same time the roof and one side of the ear fell in, and from the wreckage came shrieks and grouns that were terrible to hear.

"Looking back of ree, I saw smoke in the rear of the car. Up to that time I had been partially stunned by the awfulness of the scene, but the slight of smoke reminded me of the porsibilities of being burned in the wreck, and I set to work to get out." Some Wonderful Escapes.

burned in the wreck, and I set to work to get out.

The portion of the roof of the car in which the big tin ventiletor was located was beade me, and I wrenched the tin aside and crawled through the opening.

"Outside I saw a Mr. Hand and his son engaged in the work of rescuing the injured. Young Mr. Hand was sitting beside me at the time of the wreck.

"I helped them carry out several dead and injured. Among the latter was Edward Gray. He came out by the same exit as I did. He was dragging himself out slowly, as his leg was broken. We carried him to the front car, where with the other injured, he was made as comfortable as possible. Gray sat in the next sead in front of me.

"Mr. Hand, who lives in Summit, and is employed in the Equitable Life Insurance Company, had eight members of his family on the train, Not one received a scratch.

"Old Mr. Duryea, who sat behind me with his son, was killed His."

badly injured, and may dle. The daughter escaped unburt."

Mr. Tylet was badly cut and bruised, and his clothes were ruined.

Mr. Tyler says the scene following the wreck was almost indescribable. Men and women, some with blood flowing from wounds, rushed here and there in a frenzy of excitement, while above all arose the awful cries of the wounded and groans of the dying.

assistance to friends and their families if needed.

At noon President Samuel Sloan, of the Lackawana Company, at his office, & Exchange place, was in direct tele-graphic communication with the General Superintendent of the Company, who had hurried to the scene of the wreck by special train.

"Our last report from the General Superintendent," said President Sloan to an "Evening World" reporter, "stated that fifteen dead bodies had been taken from the wreck. The only names of the dead thus far received are contained

Relief Came Stowly.

"When I left the scene nothing whatever had been done towards sending for relief trains or physicians. I waked at train to the junction and caught a train to the self."

Herman R. Simpson, of 69 Quincy street, Brooklyn, arrived on the scene within a short time after the wreek had occurred. The excitement was then at its height. He was a passenger on the train had got as far as Hackensack, when it suddenly came to a stop and the passengers got out.

"An immense rowd of people," said Mr. Simpson to an "Everning World" resporter, "were walking down the track, and all shouted that we could not get past for several hours, as there was a big wreck.

"I pushed shead in the direction of Newark and soon came upon the wreck. There were soveral thousand people around. Bodies were being taken out of the broken timber and the victims own clothing laid upon it.

"Everything was confusion, and only the bravest could look on or hels. It was an awful sight."

E. W. Gray, one of the passengers on the bolver express, when seen immediately after the wreck, said that but for the broken timber and the victims own to the warning of one of the brakemen, the loss of life would undoubtedly have been much greater.

"When we approached the Hackensack to ridge," he said "our train slowed up, and the rear brakeman came the loss of life would undoubtedly have been much greater.

"When we approached the Hackensack to ridge," he said "our train slowed up, and the rear brakeman came the loss of life would undoubtedly have been much greater.

"When we approached the Hackensack to ridge," he said "our train slowed up, and the rear brakeman came to the content of the definition of bodies.

"Buddenly the rear brakeman came to the ward, and as the rear he victims and the content of the definition of the morgae were little children crying for their ward, and the rear brakeman came to the content of the definition of the morgae were little children crying for their ward, and the rear brakeman came to the content of the definition

of outrage and disgrace. (Republican arplause.)
At this point the Speaker began to rap vigorously for order, but Mr. Boutelle went on, his voice rising above the noise and confusion. "It can't be possible that the Democratic party does not desire to remove the stain which the President's Hawaiian policy has placed in its escutcheon. I protest against this outrage."

from the Ways and Means

already made.

Duck is to be put in a special schedule, the unbleached at a rate of 25 per cent. and bleached at 20 per cent.

A specific tax of 2 cents per pound is to be put on condensed milk. This is a reduction of one-third from the rate of

ing as to the proposition which would be submitted to Congress for the solution of the Hawaiian problem.

After the talk Mr. McCreary said:

"Some solution to the question will undoubtedly be ready to submit to the House, after Jan. 29. The tariff will have the right of way until then."

Representative Hofman said: "I will not present my Hawaiian resolution pending my talks with Mr. McCreary, for the members of the Foreign Affairs Committee are acting very fairly in trying to solve the problem. One thing is certain—that the question of restoring Idlinakaisni to the throne is for all time abandence," not only in Executive, but in Congressional circles." be submitted to Congress for the solu-

introduced by Senator Morgan (Dem., Y.), Senator Gallinger postponed his re-

Senate at 12.6 went into executive session, the obect being to consider the Hornblower nomination.

Senator Hill opened the fight against the confirmation of Hornblower for Ap
De Holl's Cough Syrup furnishes:

chair. McKane attempte

World's" Safe a Feature of the den to-night, will be Free Bread Fund safe.

Merge Wins the First Race, Paner RACE TRACK, EAST ST. fternoon resulted as follows:

agninst Cook & Smith, paper dealers, 24 Park place, one for \$22,900 in in of the Second National Bank, of Red. Bank, N. J., and two for \$1,575 in favor

of E. Delafield Smith.

Dr. Nicolene Francii, ar Italian physician. 123 Maedongai atreot, had Valeriano Perchest of 523 Seventh avenue, arrested for assenti. Sichetti, who is the leeseer of a restaurant, a a countercharge against the doctor in Secre-Market Police Court. He was discharged.